DD: 10/1

Application No.: ADC/0694/07 Recommendation – Permit Application

Site: 19 New Barn Road, Shoreham, West Sussex

Proposal: Single-Storey Rear Extension & Conservatory (Garage Demolished)

The Application

The application site contains the northern half of a semi detached bungalow pair with brick and cream rendered walls and a clay tile side gable ended roof, located on the western side of New Barn Road within the built-up area of Shoreham.

The original dwelling was erected in the late 1930's as one of three sets of bungalow pairs. Since that time the building has been modified and expanded on a number of occasions, including:

- Erection of a rear detached garage in 1951;
- Erection of a rear conservatory in 1969;
- A single storey rear lounge extension in 1982 (SU/129/82);
- A roof conversion (from hip to full gable) including front and rear dormers in 1997 (SU/134/97); &
- A further single storey rear extension (including demolition of the garage) in April 2007 (ADC/89/07).

The applicant now proposes a re-arrangement of that latest application, whereby:

- The garage will still be demolished, however the additional floor space is reduced from 27m^2 to approximately 18.5m^2;
- The extension no longer has a width of 4.3m that protrudes 5.5m to the rear in a linear fashion along the eastern boundary of the site (over the location of the existing garage), instead extending only 3m to the rear, but 5m across the rear of the building in a more conservative orientation;
- The materials to be used have been downgraded commensurate with the erection of a predominantly glass conservatory rather than a brick and tile extension;
- The shallow pitched roof profile and approved 3.25m ridge height are maintained, however it now includes a feature ridge that matches the roof lantern being installed into the existing rear lounge extension (included in both the approved and current proposals); &
- The internal arrangement of rooms is varied considerably.

New Barn Road predominantly contains semi-detached bungalows, the majority of which have been modified over the years including roof conversions and rear extensions.

Consultations and Representations

Third Parties: No representations have been received on the proposal.

Relevant Planning Policies and Guidance

Adopted West Sussex Structure Plans 2001-2016 (WSCC 2005):

LOC1, DEV1

Adopted Adur District Local Plan 1993-2006 (ADC 1996):

AG1, AH7 & Appendix 11 'Supplementary Planning Guidance' comprising: Development Control Standard No. 3 'Extensions & Alterations to Dwellings'

Planning Assessment

Policies

Structure Plan policies seek to protect, and where possible, enhance the character and distinctiveness of an area, requiring high standards of design, layout and construction (DEV1). Policy AH7 of the Local Plan states that extensions and alterations should be designed so as not to result in an unacceptable degree of overlooking, a loss of natural light or an overbearing effect on neighbouring dwellings. They should be of sympathetic design and materials to the original dwelling and the area in general.

Council's Development Control Standard No.3 states that the closer a rear extension is to the boundary of a neighbouring property the more likely it is to adversely affect that property, by way of overlooking or loss of daylight. Where single storey rear extensions are proposed and are located within 1m of a common side boundary of an attached dwelling they should normally be no deeper then 3.5m.

Visual Amenity, Character & Appearance

Located to the rear of the existing dwelling, the alterations are largely shielded from public view. Notwithstanding the above, the style of both the extension and rear conservatory are considered to be of a high standard and complimentary to the character of the existing building.

By virtue of being an extension attached onto a previous rear extension, the total depth of the additions to the original dwelling equate to 6.3m at its farthest point (along the southern boundary). This depth is beyond the 3.5m depth recommended in Council's development standards as well as the established rear building line of dwellings for New Barn Road.

The variation is masked however by the numerous detached garages that sit behind most dwellings along New Barn Road. It was in recognition of those existing structures (in particular the existing garage on this site), that approval to the previous application (which showed a greater protrusion out from the rear dwelling line) was granted. The design is therefore not considered to be so out of keeping with the established character of the area that it would

warrant refusal to the application. In actual fact, the proposal represents an improvement on the design approved as part of the previous application.

In terms of adjacent properties, the fact that both properties either side already have rear extensions diminishes [redacted] potential impacts of the extended depth of this proposal.

Residential Amenity

By virtue of being setback from either side boundary (1m to southern / 1.3m to northern), the single storey nature of the development and its low (3.25m) roof profile, the proposal is unlikely to affect access to daylight for adjoining properties. For the same reason the proposal is not considered to be overbearing or have any impact on the privacy of adjoining dwellings.

Access & Parking

To offset loss of the garage the proposal involves the creation of a hardstand area in the front garden parallel to the road, such that the dwelling retains at least one car bay on-site. In association with the existing communal drive, the additional manoeuvring space created by that bay will also allow cars to leave the property and enter the road in a forward gear.

Amenity Space

Despite the addition, the property maintains a large rear garden, well in excess of the amenity space requirements outlined in Council's development standards.

Recommendation

APPROVE for the reason:- 1PPi

Subject to:-

1. C1Ci
2. C12Ei
3. C8Giii (Amended below)

   The extension shall not be occupied until the parking space and access facilities shown on the submitted plans have been provided in accordance with the approved plans, and such provision shall thereafter be kept available at all times for parking vehicles incidental to the sue of the property as a dwelling.

Case Officer: ..... Date: 13/12/07.